

City of Hayward Responses to Policy-Related Comments

Comment Identifier	Summary of Comment	Staff's Response to Comment	Staff's Recommended Changes to the Draft Hayward 2040 General Plan	Planning Commission Recommendation	City Council Decision
March 8, 2014 Open House Comments					
OH 1.01	Conversation and noise level in the rotunda during the Open House made it difficult to hear the presentation. Benches selected for City Hall and Downtown accumulate water and do not drain well. Business signs on street poles are causing blight. Downtown sidewalks are cracking due to poor construction and maintenance.	Comments noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 2.01	Support community health and reduce health disparities by ensuring that Hayward's housing stock is well maintained, safe, and healthy.	The goals and policies of the Community Health and Quality of Life Element address the comment. Specifically, Policy HQL-1.6 states: <i>The City shall address health inequities in Hayward by striving to remove barriers to healthy living, avoiding disproportionate exposure to unhealthy living environments, and providing a high quality of life for all residents, regardless of income, age, or ethnicity.</i> In addition, the policies associated with Goal 1 of the Housing Element address the preservation of the existing housing stock in Hayward including Program H-3 related to the Residential Rental Inspection Program which aims to safeguard the stock of safe, sanitary rental units within the City.	Staff does not recommend any changes.		
OH 3.01	Goal PFS-5 is outdated and reflects a poor understanding of current regulatory requirements and practices to develop and redevelop land to mimic natural hydrologic cycles.	When considering the policies associated with Goal PFS-5, staff believes that the Policy Document does reflect best practices related to stormwater drainage, including green stormwater infrastructure (see Policy PFS-5.4), practices to enhance recreation and habitat along storm drainage facilities (see Policy PFS 5.8), and rainwater harvesting (see Policy PFS-5.9).	Staff does not recommend any changes.		
OH 4.01	The commenter is pleased with the topics and priorities of the plan. The redevelopment of the Mission Boulevard corridor is vitally needed. The protection of the hillsides is important. Economic retention and growth is vital to achieving the vision. Improvements to traffic flow would be appreciated to reduce fuel consumption.	Policy LU-2.12 and LU-2.13 address the Mission Boulevard Corridor. The policies under Goal LU-7 address hillside development. Goal ED-3 addresses business retention and expansion. The policies under Goal M-4 and Program M-9 address improving traffic flow.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

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OH 5.01	Eldridge Elementary School needs to get rebuilt and needs new computers.	The policies under Goal EDL-3 address coordination with the school district, which is responsible for the maintenance and rehabilitation of schools, to improve school facilities and amenities.	Staff does not recommend any changes.		
OH 6.01	Question: Where are you addressing the need to bring jobs to the area so fewer people have to commute?	The Economic Development element provides goals and policies to expand job opportunities through local entrepreneurship (Goal ED-2) and business expansion and retention (Goal ED-3). In addition, Policy LU-1.1 in the Land Use Element addresses the need to improve the jobs-housing balance of the City.	Staff does not recommend any changes.		
OH 6.02	Outside of the Downtown, the City has limited transit opportunities and transit service is infrequent.	Policy M-7.3 in the Mobility Element addresses collaboration with both BART and AC Transit to expand both short-term and long-term transit opportunities.	Staff does not recommend any changes.		
OH 6.03	The Downtown Loop conflicts with pedestrian and walking goals of the plan. The Loop makes walking frightening and dangerous due to narrow sidewalks, high-speed corners, and long crossings.	The loop was planned, designed and constructed under the policy direction of the 2002 General Plan. The policies under Goal M-3, Complete Streets, will require the City to consider all modes of transportation when making future changes to the roadway network.	Staff does not recommend any changes.		
OH 6.04	Question: Where are you addressing the need for parks near housing without back-yards?	The policies under Goal LU-3, Complete Neighborhoods, promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities including parks and community centers.	Staff does not recommend any changes.		
OH 6.05	Priority #1: Bring jobs to Downtown.	Policies LU-2.1 through LU-2.7 and Programs LU-4 and LU-5 address improvement to Downtown Hayward, including job growth. In addition, policies in the Economic Development element address job growth. (See response to comment OH 6.01)	Staff does not recommend any changes.		
OH 6.06	Build bulb-outs and signals that favor pedestrians over cars.	Policies under Goals M-3 and M-5 will require the City to consider all modes of transportation including pedestrian circulation when making future changes to intersections or the roadway network.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

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OH 6.07	Create an entertainment zone in Downtown, move liquor licenses away from neighborhoods, and hire security to patrol Downtown.	Policy LU-2.1 specifically addresses the creation of a downtown arts and entertainment district. The future preparation of a Downtown Specific Plan (Program LU-4) will also address this. In regards to liquor licenses, those are regulated by the Department of Alcohol and Beverage Control and are subject to concentration requirements. Also, the City revised its alcohol establishment regulations in late 2013, establishing basic operating standards for alcohol establishments and funding for additional oversight of alcohol establishments by Hayward's Police Department. In regards to downtown safety, Goal CS-1 addresses issues of safety generally. Safety issues related to Downtown will be considered as part of the future Downtown Specific Plan.	Staff does not recommend any changes.		
OH 7.01	Open House was well planned and had attractive and informative displays and presentation. Staff and volunteers were friendly and helpful. Job well done.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 8.01	The commenter would like to see Guiding Principle 6 happen, but it seems extremely difficult.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 8.02	Guiding Principles 7 and 8 are the favorite principles of the commenter.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 8.03	The commenter is interested in the Draft EIR.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 9.01	Affordable housing for low-income households, disabled persons, and the elderly needs to be improved.	Policies under Goals H-2, H-5 and H-6 of the Housing Element address equal housing opportunities for all persons, including affordable housing and housing for persons with special needs.	Staff does not recommend any changes.		
OH 9.02	Seeing boarded-up homes on B Street is very sad.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document. However, the future preparation of a Downtown Specific Plan (Program LU-4) may consider ways to reduce this.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

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OH 9.03	Comment about trash and property maintenance issues related to a specific property in the City.	Specific comment has been forwarded to Code Enforcement for follow-up. Policy ED-5.4 directs the City to maintain community appearance programs addressing such issues as graffiti, abandoned vehicles, illegal dumping, weed abatement, property maintenance, illegal signs, etc.	Staff does not recommend any changes.		
OH 10.01	Extend the Retail/Office Commercial designation along Industrial Parkway (north of Whipple and Industrial SW) to take advantage of potential land use changes on large properties.	The policies under Goal LU-6 were written to preserve the Industrial Corridor. The proposed land use changes in this area were intended to be reflective of current development patterns. Program LU-11 would prepare a Specific or Master Plan for the Industrial Technology and Innovation Corridor. This plan could consider potential land use changes. Additional land use changes would be considered as part of any future development proposals.	Staff does not recommend any changes.		
OH 11.01	Comments support changing Hayward into a series of self-reliant village-towns that are similar to European communities.	Comments noted. These comments reflect ideas that are substantially different from the vision that was developed for the Hayward General Plan via extensive community outreach. Nonetheless, policies under Goal LU-3, Complete Neighborhoods, promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities including parks, community centers, religious institutions, day care centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	Staff does not recommend any changes.		
OH 12.01	Comments are related to preserving and improving Downtown properties (Post Office, Old City Hall, Mervyns site, and Safeway property), reversing the Loop, improving the Chamber of Commerce, providing more elderly housing, and not wasting tax payer money.	Policies under Goal LU-8 address the preservation of historic resources. Policies under Goal H-6 of the Housing Element address housing for persons with special needs including seniors. Policies LU-2.1 through LU-2.7 and Programs LU-4 and LU-5 address improvements to Downtown Hayward, including the preparation of a new Downtown Specific Plan, of which the City Center and former Mervyn's headquarters sites are a part.	Staff does not recommend any changes.		

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OH 13.01	Commenter likes Goals EDL-4, EDL-5 and EDL-6.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 13.02	Commenter noted various problems with their rental housing, including mold, old carpet, poor insulation, and code issues with stairs. More affordable housing for disabled individuals is needed in Hayward.	Policy H-1.1 of the Housing Element directs Code Enforcement to enforce adopted code requirements that set forth acceptable health and safety standards for housing units. Program H-3 in the Housing Element addresses to the Residential Rental Inspection Program which aims to safeguard the stock of safe, sanitary rental units within the City. In addition, Policy HQL-7.6 addresses coordination with Alameda County related to mold and lead issues in housing units. Policies under H-6 of the Housing Element address housing for persons with special needs.	Staff does not recommend any changes.		
OH 14.01	Commenter is impressed with the area and the work of planners.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
OH 15.01	The key problems are crime (Cherryland and Kelly Hill area) and poor reputation of schools.	Policies in the Community Safety Element address crime and public safety issues and policies Under Goal EDL-2 in the Education and Lifelong Learning Element address reputation of public schools.	Staff does not recommend any changes.		
OH 16.01	Commenter requested that the City send them a copy of Figure 5-6 and Table 5-6.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document. Documents provided as requested.	Staff does not recommend any changes.		
OH 17.01	The bus route timing to Downtown BART is off and causes rider to miss trains to San Francisco.	Policies M-7.1 through M-7.5 direct the City to coordinate with BART, AC Transit and other transit providers to meet the transit needs of the Hayward community.	Staff does not recommend any changes.		
OH 18.01	City needs map showing all of the street names.	In general, the maps in the General Plan depict citywide issues and conditions and only major streets are labeled. Adding more street names would make the maps difficult to read at their printed scale. The final General Plan will be in html format on the City's webpage and will be easier to incorporate all street names on these versions.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

March 13, 2014 Planning Commission Work Session Comments					
PC 8	Concern raised about misleading chart on page 2-1 of the Policy Document and inappropriate use of a photograph from San Francisco on page 2-18.	Comment noted.	Staff will modify the chart and replace the photo in the final version of the document.		
PC 11	The language of some of the policies such as ED-2.5 in the policy document needs to be written so that it will transcend over time.	Comment noted. Policy ED-2.5 will be modified.	<p><u>ED-2.5–Community-Operated Workspaces</u> Hacklabs, Hackerspaces, and Makerspaces</p> <p>The City shall encourage the development of community-operated workspaces where people with common interests can meet, collaborate, and develop their business ideas and products (e.g. hacklabs, hackerspaces, or makerspaces). <i>[Source: New Policy; GPUTF] (PI/JP)</i></p>		
March 18, 2014 City Council Work Session Comments					
CC 1	The General Plan needs to address the obligation that the Air Quality Management District has in monitoring air quality in the local area.	Policies under Goal NR-2 address air quality issues. Specific policies that address coordination with the Air Resources Board and the Bay Area Air Quality Management District include Policy NR-2.1, NR-2.3, NR-2.7, NR-2.13, and NR-2.17.	Staff does not recommend any changes.		
CC 2	Protecting commercial property will lead to local job creation.	The proposed General Plan does not re-designate commercial properties to non-commercial uses. In addition, the Economic Development element provides goals and policies to expand job opportunities.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

CC 3	Consider developing an impact fee structure that would recognize that developments have an impact on traffic and air quality.	Comment noted. Staff recommends adding an Implementation Program to Table M in part 4 of the Policy Document to address transportation impacts of future development.	<p>23. Transportation Impact Fees. The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for local transportation improvements, and if deemed appropriate by City Council, regional transportation improvements. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an Impact Fee Ordinance for transportation improvements. <i>[Source: New Program; City Council] (RDR/FB)</i></p> <p>Implements Which Policy(ies): M-4.1, M-4.2, M-4.4</p> <p>Responsible Department(s): Public Works-Engineering and Transportation, Development Services,</p> <p>Supporting Department(s)/Partner(s): Finance, City Manager</p> <p>Funding Source(s): General Fund, Grants</p> <p>Timeframe: 2017-2019</p>		
CC 4	Consider adding bicycle lanes on Hesperian Boulevard.	Bicycle lanes are planned along some portions of Hesperian Boulevard. Unfortunately there is insufficient right-of-way width to accommodate a bicycle lane along the entirety of Hesperian Boulevard. The Public Works – Engineering and Transportation Division is exploring the possibility of making remaining portions of Hesperian a bike route, which would be appropriately addressed in the City’s Capital Improvement Program. Policy LU-4.12 directs the preparation of a Hesperian Boulevard College Corridor Plan that may explore this further.	Staff does not recommend any changes.		
CC 5	Provide Council with a list of proposed zone changes in the General Plan.	Maps showing proposed General Plan land use changes were provided to City Council as requested. Zone changes will be done with the Comprehensive Zoning Ordinance Update in FY15-16.	Staff does not recommend any changes.		
CC 6	Consider having neighborhood-serving commercial retail with residential.	Policies under Goal LU-3, Complete Neighborhoods, promote efforts to make neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities including parks, community centers, religious institutions, day care centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

CC 7	Consider noise and pollution issues.	Policies under Goal HAZ-8 address noise and ground vibration issues. Policies under Goal NR-2 address air quality issues.	Staff does not recommend any changes.		
March 18, 2014 Letter from Alameda County Airport Land Use Commission					
L 2.1	Recommended changes to policy language to better reflect the City’s responsibility when considering development proposals.	Comment noted. Staff recommends modifying Policy HAZ-7.1 to include language as recommended by the commenter.	HAZ-7.1 Land Use Safety Compatibility and Airspace Protection Criteria The City shall <u>consult the Hayward Executive Airport’s Airport Land Use Compatibility Plan (ALUCP) unless it is overruled by the Hayward City Council, for specific criteria for consider</u> land use safety and airspace protection when evaluating development applications within the <u>Airport Safety Zones Influence Area</u> of the Hayward Executive Airport. <i>[Source: New Policy, City Staff] (RDR)</i>		

City of Hayward Responses to Policy-Related Comments

L2.2	Include a specific mechanism in General Plan Policy M-10.2, such as a Zoning Ordinance Overlay Zone with compatibility criteria for parcels within the Airport Influence Area, so that the City can consistently apply Policy M-10.2.	Comment noted. Staff recommends modifying Policy M-10.2 to be consistent with language included in Policy HAZ-7.2 and to reference Policy 10.2 in Implementation Program LU-1 and address as part of the Comprehensive Zoning Ordinance Update.	<p>M-10.2 Airport Land Use Compatibility</p> <p>The City shall ensure uses surrounding the airport are compatible with existing and planned airport operations and are consistent with the Airport Land Use Compatibility Plan for the Hayward Executive Airport <u>unless overruled by the Hayward City Council.</u> <i>[Source: New Policy] (RDR/MPSP)</i></p> <p>1. Comprehensive Zoning Ordinance Update. The City shall prepare a comprehensive update to the Hayward Zoning Ordinance to ensure that the City’s zoning regulations align with the guiding principles, goals, and policies of the General Plan. <i>[Source: New Program; City Staff] (RDR)</i></p> <p>Implements Which Policy(ies): LU-1.4, LU-1.6, LU-1.9, LU-3.1, LU-3.3, LU-3.4, LU-3.5, LU-3.6, LU-4.1, LU-4.2, LU-4.3, LU-5.1, LU-5.2, LU-5.4, LU-5.7, LU-6.1, LU-6.2, LU-6.4, LU-6.5, <u>M-10.2</u>, ED-1.3, ED-1.12, ED-1.15, ED-6.2, NR-1.7, NR-3.3, NR-6.6, EDL-1.4, HAZ-6.3, HQL-3.1, HQL-3.2, HQL-3.4, HQL-3.5, HQL-3.6, HQL-3.8, HQL-4.3, HQL-6.5, HQL-8.3</p> <p>Responsible Department(s): Development Services</p> <p>Supporting Department(s)/Partner(s): Public Works – Engineering and Transportation, Public Works – Utilities and Environmental Services, City Manager, Fire</p> <p>Funding Source(s):General Fund, Grants</p> <p>Timeframe: 2014-2016</p>		
March 19, 2014 Letter from Alameda County Community Development Agency – Planning Department					
L 3.01	County likely to oppose City annexation of unincorporated areas in City's sphere of influence that generate high tax revenues.	Comment noted.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 3.02	County recommends that the City seek assistance from the County's Healthy Homes Department for mold and lead reduction efforts.	Comment noted. Staff recommends modifying Policy HQL-7.6 to include coordination with the Alameda County Healthy Homes Department of the Community Development Agency.	HQL-7.6 Mold and Lead Hazards Prevention The City shall partner with the Alameda County Public Health Department <u>and the Healthy Homes Department of the County Community Development Agency</u> to provide education and technical assistance in reducing mold and lead hazards in homes. <i>[Source: New Policy, City staff] (IGC/PI)</i>		
L 3.03	In the Background Report, the County General Plan elements that pertain to unincorporated areas within the Hayward Sphere of Influence are incorrect.	Comment noted. Background Report will be updated accordingly.	Alameda County General Plan The Alameda County General Plan consists of several documents, including the Eden Area General Plan, the Castro Valley General Plan, and the East County Area General Plan. In addition, the County General Plan includes five elements that apply policies to all unincorporated areas of the county. These elements are the Regional Element, the Housing Element, the Energy Element, the Safety and Noise Element, and the Natural Resources, Recreation, and Open Space Element. <u>Housing, Conservation, Open Space, Noise, Safety, and Scenic Route Elements.</u>		
L 3.04	In the Background Report, Castro Valley is mistakenly identified as a city and should be corrected to "unincorporated community."	Comment noted. Background Report will be updated accordingly.	The Park District boundaries include the cities of Hayward, and Castro Valley , and the unincorporated communities of <u>Castro Valley</u> , San Lorenzo, Ashland, Cherryland, and Fairview.		
L 3.05	Statement about Measure D should be revised to clarify that Alameda County Board of Supervisors did not adopt Measure D but that the measure was passed by countywide vote in 2000.	Comment noted. No change is recommended to the Background Report as the details of how Measure D was passed is not relevant to the discussion.	Staff does not recommend any changes.		
L 3.06	County land use designations for the unincorporated area of Fairview, as described in the Fairview Area Specific Plan, should be used in the Background Report and Policy Document graphics, instead of City of Hayward land use designations.	Comment noted. The City has requested GIS data layers from the County for the Fairview area. To date, those layers have not been provided to the City. In their place, the City is applying a land use designation most closely aligned with the land use designations under the Fairview Specific Plan. This is the same approach used during the 2002 General Plan Update process. The City will continue to work with the County to correct the mapped land use designations for the Fairview area.	Staff will continue to work with the County to correct the mapped land use designations for the Fairview area.		

City of Hayward Responses to Policy-Related Comments

L 3.07	As shown in the County's Castro Valley General Plan, some parcels for the Five Canyons development should be open space, and graphics in the Background Report and the Policy Document should be revised to reflect this	The City has requested GIS data layers from the County for the Five Canyons area. To date, those layers have not been provided to the City. In their place, the City is using the Rural Estate Density land use designation, which allows open space as a supporting use. The City will continue to work with the County to correct the mapped land use designations for the Five Canyons area.	Staff will continue to work with the County to correct the mapped land use designations for the Five Canyons area.		
L 3.08	Land use designations for the unincorporated area along Center Street north of the intersection of B, Center, and Kelly Streets, and to the City of Hayward boundary, should reflect their appropriate Castro Valley General Plan land use designations.	The City has requested GIS data layers from the County for this area. To date, those layers have not been provided to the City. The City will continue to work with the County to correct the mapped land use designations for this unincorporated area.	Staff will continue to work with the County to correct the mapped land use designations for this unincorporated area.		
March 20, 2014 Letter from California Department of Transportation					
L 7.04	The City needs to include Caltrans under agencies for regional transportation coordination in the Policy Document (see Goal M-2). Also, the City should encourage establishment of a Regional Transportation Impact Fee program for regionally significant roadway improvements.	Comment noted. Staff recommends modifying Policy M-2.1 to include coordination with Caltrans, and the addition of an Implementation Program to Table M in part 4 of the Policy Document to address transportation impacts of future development.	<p>M-2.1 Regional Coordination The City shall continue to coordinate its transportation planning with regional agencies (<u>Caltrans</u>, Metropolitan Transportation Commission and Alameda County Transportation Commission) and adjoining jurisdictions. [Source: Existing Policy; modified] (IGC)</p> <p>23. Transportation Impact Fees. The City shall prepare a Development Impact Fee Feasibility Study and Nexus Report to assess the potential for establishing development impact fees for local transportation improvements, and if deemed appropriate by City Council, regional transportation improvements. Based on the findings of the Feasibility Study and Nexus Report and direction from the City Council, the City may prepare and adopt an Impact Fee Ordinance for transportation improvements. [Source: New Program; City Council] (RDR/FB)</p> <p>Implements Which Policy(ies): M-4.1, M-4.2, M-4.4, M-9.2</p> <p>Responsible Department(s): Finance</p> <p>Supporting Department(s)/Partner(s): Public Works-Engineering and Transportation, Development Services, City Manager</p> <p>Funding Source(s): General Fund, Grants</p> <p>Timeframe: 2014-2016</p>		

City of Hayward Responses to Policy-Related Comments

L 7.05	The City should coordinate with Caltrans in developing multi-modal programs for regional transportation system enhancements (see Policy M-2.3 in the Policy Document).	Comment noted. Staff recommends modifying Policy M-2.3 to include coordination with Caltrans.	M-2.3 Multi-Jurisdictional Transportation Corridors The City shall work with the Metropolitan Transportation Commission, <u>Caltrans</u> , AC Transit, and adjacent communities to improve city roadways, pedestrian ways, bicycle facilities, and transit corridors to connect with neighboring and regional transportation networks and contribute to a regional multimodal transportation system. Source: New Policy, City Staff] (MPSP/IGC)		
L 7.06	The City should consider other methods for managing existing local and state roadway operations, including, without limitation, system management strategies such as ramp metering, high occupancy toll lanes, and other Intelligent Transportation System tools.	Comment noted. City staff can look at alternative methods for managing existing local roadway operations and enhance coordination efforts with regional and state entities for other roadway operations. These changes can be captured in Policy M-2.3, as described above.	See change described above in Policy M-2.3.		
L 7.07	The City should develop an alternative funding program that allows contributions from projects instead of typical contributions to the City's Transportation Demand Management Plan (TDM). This alternative funding program would be used for transportation improvements beneficial to a range of transportation modes.	Comment noted. The City Council has directed staff to look into alternative funding programs for transportation improvements. Staff has added an Implementation Program, Program 23, related to Transportation Impact Fees.	See changes described above related to adding Implementation Program 23 related to Transportation Impact fees.		
L 7.08	Who will monitor TDM effectiveness and how? What measures will the City take if vehicle reduction targets are not met?	Comment noted. Project specific TDM requirements would be evaluated at the time of project review and the details would be incorporated into project conditions of approval.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 7.09	The City should reduce parking requirements for developments that contribute to the construction or operation of non-vehicular improvements such as bicycle lanes.	Comment noted. Staff recommends modifying Policy M-9.2 and adding a reference to Policy M-9.2 to Implementation program M-1.	<p>M-9.2 Parking Reductions The City shall consider reduced parking requirements for <u>developments that contribute to the construction and/or operation of non-vehicular improvements (i.e. bike lane improvements), projects located near public transit, or new residential developments that fulfill senior, disabled, or other special housing needs.</u> or are located near public transit. <i>[Source: Existing Policy; modified] (RDR/MPSP)</i></p> <p>1 Multimodal LOS and Design Standards. The City shall adopt multi-modal Level of Service (LOS) and design standards and a methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented. The multimodal LOS program, design standards, and methodology should be consistent with those adopted by the Alameda County Transportation Commission. <i>[Source: New Program, City Staff] (RDR/MPSP)</i></p> <p>Implements Which Policy(ies): M-1.2, M-1.3, M-1.4, M-1.5, <u>M-9.2</u> Responsible Department(s): Public Works-Engineering and Transportation Supporting Department(s)/Partner(s): Development Services, Public Works-Utilities and Environmental Services, Fire, Police Funding Source(s): General Fund Timeframe: 2017-2019</p>		
L 7.10	Goal M-9 in the Policy Document should be revised to encourage Shared Parking use as a means of reducing the number of underutilized parking spaces.	Comment noted. Staff recommends modifying Policy M-9.6.	<p>M-9.6 Reduction of Parking Areas The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management strategies to reduce parking needs. <i>[Source: New Policy, City Staff] (RDR/MPSP)</i></p>		

City of Hayward Responses to Policy-Related Comments

March 21, 2014 Letter from Hayward Area Planning Association (HAPA)					
L 8.01	The 2040 General Plan does not include ideas submitted by HAPA related to better access to CSUEB from Pioneer Way.	The City of Hayward does not have jurisdictional control over the California State University, East Bay (CSUEB) campus, and therefore, cannot require specific improvements to the campus. Nonetheless, Policy LU-9.5 of the Hayward 2040 General Plan directs the City to coordinate with CSUEB to encourage campus development that improves access routes to the campus. CSUEB's Hayward Campus Master Plan identifies a variety of access and circulation improvements to the campus, including improvements at Pioneer Way.	Staff does not recommend any changes.		
L 8.02	The 2040 General Plan does not include ideas submitted by HAPA related to the Beeline Bus (shuttle service to CSUEB).	While the term "Beeline Bus" is not specifically used in the Policy Document, several policies under Goal M-7 address improved transit to CSUEB, including M-7.2, M-7.4, and M-7.11.	Staff does not recommend any changes.		
L 8.03	The 2040 General Plan does not include ideas submitted by HAPA related to Bayview Quarry Village (a development concept developed by HAPA).	The General Plan does not specifically discuss the Bayview Quarry Village or any other specific development concepts for private properties within Hayward. A project proposal for the Bayview Quarry Village could be considered by the City with the submittal of a planned development application or specific plan for the property.	Staff does not recommend any changes.		
L 8.04	The 2040 General Plan does not include ideas submitted by HAPA related to green redevelopment along Mission Boulevard.	Policies LU-2.8, LU-2.9, LU-2.12 and LU-2.13 address the Mission Boulevard Corridor. The redevelopment of properties along Mission Boulevard are regulated by the South Hayward BART Form Based Code and the Mission Boulevard Specific Plan, both of which allow a mix of uses at relatively high densities and intensities, establish maximum (versus minimum) parking requirements, and promote transit, walking, and bicycling as an alternative to the automobile.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 8.05	The 2040 General Plan does not include ideas submitted by HAPA related to pedestrian access to the CSUEB Hayward campus.	The City of Hayward does not have jurisdictional control over the California State University, East Bay (CSUEB) campus, and therefore, cannot require specific improvements to the campus. Nonetheless, Policy LU-9.5 of the Hayward 2040 General Plan directs the City to coordinate with CSUEB to encourage campus development that improves access routes to the campus. CSUEB's Hayward Campus Master Plan identifies a variety of access and circulation improvements to the campus, including pedestrian enhancements.	Staff does not recommend any changes.		
L 8.06	The 2040 General Plan does not include ideas submitted by HAPA related to code enforcement and Fairway Park.	Staff does not feel that it is appropriate to identify specific properties that are challenged by blight and crime within the General Plan Policy Document. Issues of blight and crime are addressed in several policies, including LU-1.14, CS-1.1, CS-1.2, CS-1.3, CS-1.5, CS-1.6, CS-1.15, CS-3.7, and ED-5.4. Specific programs related to the reduction of blight and crime are listed in CS-1.2, CS-1.3, CS-1.5, CS-1.6, and ED-5.4	Staff does not recommend any changes.		
L 8.07	The 2040 General Plan does not include ideas submitted by HAPA related to the South Hayward BART Area.	The City of Hayward and BART formed the South Hayward BART Station Access Authority in September 2011 to manage parking and access around the South Hayward BART station. The Authority prepared the South Hayward BART Parking and Access Study in 2012, and has implemented several parking improvements, including a paid parking program and a residential permit parking program. The Authority will continue to address parking and access issues in the future as parking demand changes. The policies under Goal M-9 address parking throughout the City. Overall, the policies "support the provision and management of parking, recognizing that parking provision should be balanced with other city objectives such as encouraging transit uses, bicycling, and walking, as well as reduction in emissions." However, the General Plan contains several policies that are supported by HAPA, including parking management, parking reductions, and the reduction of parking area.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 8.08	The 2040 General Plan does not include ideas submitted by HAPA related to social issues related to the Green Shutter Hotel and B Street.	Staff does not feel that it is appropriate to identify specific properties that are challenged by social problems within the General Plan Policy Document. Several goals and policies are included to improve Downtown Hayward. Program LU-4 requires the preparation of a Downtown Specific Plan. This will allow the City to address specific Downtown challenges at a higher level of detail.	Staff does not recommend any changes.		
L 8.09	The 2040 General Plan does not include ideas submitted by HAPA related to access to Downtown and the problems with the Loop.	The policies under Goal M-3, Complete Streets, will require the City to consider all modes of transportation when making future changes to the roadway network. Program LU-4 requires the preparation of a Downtown Specific Plan. This will allow the City to address specific Downtown challenges at a higher level of detail.	Staff does not recommend any changes.		
L 8.10	The 2040 General Plan does not include detailed ideas submitted by HAPA related to Parking Fee Pilot Projects.	Comment noted. Staff believes that an appropriate level of detail and direction are provided in the policies under Goal M-9 and Program M-21. Specific details will be provided when the Downtown Parking Management Plan is developed.	Staff does not recommend any changes.		
L 8.11	The 2040 General Plan does not include ideas submitted by HAPA related to Downtown redevelopment, the Boulevard, and the convention center.	Policies LU-2.1 through LU-2.7 and LU-2.14 through LU-2.17 address improvements to Downtown Hayward. These policies address Downtown housing, Downtown activities and functions, shopping and entertainment, office and employment uses, and connections to the Downtown BART Station ED-1.4 encourages the development of hospitality and entertainment businesses within the Downtown, including shopping, dining, arts and entertainments, lodging, business conventions, and cultural events. Program LU-4 requires the preparation of a Downtown Specific Plan. This will allow the City to address specific Downtown challenges and opportunities at a higher level of detail.	Staff does not recommend any changes.		
L 8.12	The 2040 General Plan does not include ideas submitted by HAPA related to a BART taxi stand.	Comment noted. Staff recommends changes to Policy M-7.13. In addition, Program LU-4, which requires the preparation of a Downtown Specific Plan, will allow the City to address specific improvements to the Downtown BART Station.	M-7.13 Taxi Service The City shall promote the continued operation of taxi service, including the provision of <u>a dedicated Taxi stand at the Downtown Hayward BART Station</u> , on-street loading spaces (where appropriate), incremental improvements in gas mileage, and improved access for passengers with disabilities. [Source: New Policy, City Staff] (MPSP/JP)		

City of Hayward Responses to Policy-Related Comments

L 8.13	The 2040 General Plan does not include ideas submitted by HAPA related to the Fourth Street Extension.	The Fourth Street Extension was analyzed during the Route 238 Bypass Land Use Study. The Study requires the construction of the Fourth Street Extension. The specific alignment of the extension would be determined when the property is proposed for development.	Staff does not recommend any changes.		
L 8.14	The 2040 General Plan does not include ideas submitted by HAPA related to home energy audits and energy upgrades.	The policies under Goals NR-2 and NR-4, as well as Programs NR-5, NR-6, NR-7, NR-8, NR-9, NR-10, NR-11, and NR-13 address energy efficiency audits, financing programs for energy efficiency retrofits, and financing programs for renewable energy systems.	Staff does not recommend any changes.		
L 8.15	The 2040 General Plan does not include ideas submitted by HAPA related to apartment energy and waste	<p>Policy NR-4.14, Program NR-9, Policy PFS-7.16 and Policy PFS 7.21 address the City's approach related to apartment energy and waste. In addition to the above policies and program, the Public Works - Utilities and Environmental Services Department is currently developing a pilot program called Green Hayward PAYS (Pay As You Save), which will initially target multi-family properties. The PAYS program is a financing program that will allow installation of water-efficient fixtures and energy efficiency improvements in existing multi-family homes. Owners have no up-front cost and they pay for the improvements with a surcharge on their Hayward water bill.</p> <p>Regarding waste, all multi-family properties currently subscribe to recycling collection service. The mandatory recycling ordinance, authored by the Alameda County Waste Management Authority would require all multi-family properties to subscribe to organics collection by July 1, 2014. The City Council voted to opt out of the ordinance. Once negotiations for a new waste and recycling services franchise agreement are completed (anticipated for spring of 2015), staff may ask Council to reconsider participation in the ordinance.</p>	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 8.16	The 2040 General Plan does not include ideas submitted by HAPA related to parking for sustainability.	Program M-20 requires a comprehensive update to the city's off-street parking regulations, which would include modifications to implement the policies related to unbundled parking, shared parking, and the application of transportation demand management strategies. The 2040 General Plan does not have goals or policies that support subsidized parking structures. The goals and policies support the use of parking structures to efficiently utilize land resources and to accommodate higher densities of development near transit.	Staff does not recommend any changes.		
L 8.17	The 2040 General Plan does not include ideas submitted by HAPA related to "short corridor" development along Mission Boulevard.	While the term "Short Corridor" is not used in the Policy Document, Program M-12 directs the City to conduct a study to evaluate the feasibility of establishing shuttle service to address any unmet transit needs, to fill in gaps in service that are not being met by other transit providers, and to improve transit connections between major transit stations and employment center.	Staff does not recommend any changes.		
L 8.18	The 2040 General Plan does not include ideas submitted by HAPA related to green smart growth and net zero energy.	Policy NR-4.11 addresses green building standards and net zero energy goals. Also, as noted in the April 3, 2013 report to the Sustainability Committee, the California Energy Commission intends to require zero net energy construction in new residential buildings by 2020 and in new commercial buildings by 2030. It is anticipated that the CalGreen building code will accomplish these goals.	Staff does not recommend any changes.		
L 8.19	The update does take first steps toward community choice aggregation.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
L 8.20	The 2040 General Plan does not include ideas submitted by HAPA related to toilets and grey water systems.	Program PFS-6 requires the City to study the feasibility of amending the building and development codes to encourage rainwater harvesting and grey water systems.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

L 8.21	The 2040 General Plan does not include ideas submitted by HAPA related to arts, music, and history.	Staff recommends the addition of an Implementation Program to Table ED in part 4 of the Policy Document to establish a Cultural Commission.	15. Cultural Commission. The City shall establish a Cultural Commission to coordinate the efforts of various arts, culture, and historical groups within Hayward and to assist with cultural event planning. The Commission shall also provide recommendations to the City Council related to the establishment of a public art program, which would fund public art projects through a development fee. <i>[Source: New Program; Community Outreach] (MPSP)</i> Implements Which Policy(ies): ED-5.2 Responsible Department(s): City Manager Supporting Department(s)/Partner(s): Development Services Funding Source(s): General Fund, Grants Timeframe: 2020-2040		
L 8.22	The 2040 General Plan does not include ideas submitted by HAPA related to libraries.	The policies under Goal 6 address library facilities. The policies support the construction of a new library in Downtown Hayward when funding is available. The policies also establish design principles for new library facilities, which includes sustainable design practices to reduce energy and water consumption. The 2040 General Plan does not establish policies for the reuse of Library Park (the current Downtown library site). Staff recommends an additional policy under Goal 6 of the Education and Lifelong Learning Element.	EDL-6.9 Library Park The City shall maintain Library Park (the home of the current Downtown Library) as a public space if and when the library is relocated to a new facility. Future improvements to Library Park should strive to preserve mature trees, promote the history and heritage of Hayward, and create attractive spaces for outdoor festivals, musical performances, cultural events, and farmer's markets. <i>[Source: New Program; Community Outreach] (MPSP)</i>		
L 8.23	The 2040 General Plan does not include ideas submitted by HAPA related to trails. Trail policies are nice, but vague.	The policies under Goal HQL-11 address coordination with HARD and the EBRPD to develop new trails within Hayward.	Staff does not recommend any changes.		
February 5, 2014 Hayward2040.org post by Ruddel O.					
L 9.1	Commenter was generally pleased with the sections of the document that they reviewed, but disappointed in the level of innovative or new approaches to some of Hayward's challenges. The commenter hopes future updates will be more visionary and take advantage of "leading edge" technology, urban models and governance.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		

City of Hayward Responses to Policy-Related Comments

February 7, 2014 Hayward2040.org post by JoAnn C.					
L 10.1	The Mobility Element does not place enough emphasis on encouraging more walking and bicycling. The map doesn't depict many new bike lanes to be created by 2040 within the areas primarily designated residential. They are sorely needed.	Comment noted. Goals 5 and 6 in the Mobility Element cover Pedestrian Facilities and Bikeways with specific policies encouraging integrated networks for pedestrians and bicycles. Program GPA-3 requires the City to review on a biennial basis its existing plans, including the Bicycle Master Plan, and update as necessary. In addition, Program M-11 requires the City to develop, adopt and implement a Pedestrian Master Plan to improve pedestrian connections to parks, transit and neighborhood commercial and service uses.	Staff does not recommend any changes.		
L 10.2	The one obstacle to walking that is not mentioned is safety. Many people don't walk much because they're afraid for their personal safety. How will that issue be addressed?	The issue of safety is addressed in the Community Safety Element, specifically policies under Goals CS-1 and CS-2.	Staff does not recommend any changes.		
L 10.3	Commenter supports the car-sharing and hopes to see more demand for it in Hayward.	Policy M-8.6 supports the development of car and bike share programs. Mobility Implementation Program 17 also requires the city to prepare a study that explores the development of car-sharing and/or bike sharing programs for City employees.	Staff does not recommend any changes.		
L 10.4	The airport is a great asset for the City.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
February 7, 2014 Hayward2040.org post by JoAnn C.					
L 11.1	Commenter is generally pleased with the document and hopes the City will implement it in the spirit of those concepts and ideas that have been submitted by the residents.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		
March 25, 2014 Hayward2040.org post by Mathias V.					
L 12.1	The General Plan must consider the effect of low income Housing... Or the effect of High Density Housing on Hayward safety and culture.	Comment noted. Submitted comments did not recommend specific changes to the Policy Document.	Staff does not recommend any changes.		